

AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application.

Listing of Claims:

Claim 1 (currently amended): An outboard motor comprising:
an outboard motor main body accommodating therein an engine;
a throttle operating unit for operating an opening of a throttle valve to control a volume of intake air to the engine, the throttle operating unit being positioned away from said outboard motor main body in a hull;
a throttle wire for mechanically transmitting an operating input of the throttle operating unit to the throttle valve of the engine so as to drive said throttle valve to be opened and closed;
an electric air control valve for increasing and decreasing the volume of intake air to said engine via a separate system from said throttle valve; and
a control unit including an actuator for controlling the opening and closing of said air control valve, and an engine speed operating unit for directly inputting an air increase or decrease signal inputted by a user into said control unit.

Claim 2 (original): An outboard motor as set forth in Claim 1, wherein said engine speed operating unit is a push switch for outputting an air increase or decrease signal through a pushing operation.

Claim 3 (currently amended): An outboard motor as set forth in Claim 1, An outboard motor comprising:
an outboard motor main body accommodating therein an engine;
a throttle operating unit for operating an opening of a throttle valve to control a volume of intake air to the engine, the throttle operating unit being positioned away from said outboard motor main body in a hull;

a throttle wire for mechanically transmitting an operating input of the throttle operating unit to the throttle valve of the engine so as to drive said throttle valve to be opened and closed;

an electric air control valve for increasing and decreasing the volume of intake air to said engine via a separate system from said throttle valve; and

a control unit including an actuator for controlling the opening and closing of said air control valve, and an engine speed operating unit for directly inputting an air increase or decrease signal inputted by a user into said control unit,

wherein said engine speed operating unit is adapted to control the increase and decrease in air volume through an operation time or the number of times of pushing.

Claim 4 (currently amended): An outboard motor as set forth in Claim 1, An outboard motor comprising:

an outboard motor main body accommodating therein an engine;

a throttle operating unit for operating an opening of a throttle valve to control a volume of intake air to the engine, the throttle operating unit being positioned away from said outboard motor main body in a hull;

a throttle wire for mechanically transmitting an operating input of the throttle operating unit to the throttle valve of the engine so as to drive said throttle valve to be opened and closed;

an electric air control valve for increasing and decreasing the volume of intake air to said engine via a separate system from said throttle valve;

a control unit including an actuator for controlling the opening and closing of said air control valve, and an engine speed operating unit for directly inputting an air increase or decrease signal inputted by a user into said control unit; and

further comprising an alarm unit to notify when a control signal inputted from said engine speed operating unit exceeds a control range set for said air control valve.

Claim 5 (original): An outboard motor as set forth in Claim 1, wherein said control unit restores said air control valve to a predetermined fundamental control value when said throttle valve is controlled by said throttle operating unit.

Claim 6 (original): An outboard motor as set forth in Claim 1, wherein an air control value of said air control valve is maintained when said throttle valve is controlled in an opening direction in a state in which said air control value of said air control valve is greater than said fundamental control value, whereas said air control value is returned to said fundamental control value when said throttle valve is controlled in a closing direction.

Claim 7 (original): An outboard motor as set forth in Claim 1, wherein said air control value of said air control valve is returned to said fundamental control value when an amount of a throttle control is greater than a predetermined value and a change in amount of air by said throttle control is greater than a change in amount of air that is attained by said air control valve.

Claim 8 (currently amended): An outboard motor as set forth in Claim 1, wherein said engine speed operating unit is adapted to output an air increase or decrease signal utilizing a displacement detection sensor ~~such as a variable resistor~~.

Claim 9 (original): An outboard motor as set forth in Claim 1, wherein said engine speed operating unit is disposed in the vicinity of said throttle operating unit of a throttle lever.

Claim 10 (original): An outboard motor as set forth in Claim 1, wherein said engine speed operating unit is disposed at an appropriate location on said hull or said outboard motor.

Claim 11 (new): An outboard motor as set forth in Claim 8, wherein said displacement detection sensor is a variable resistor.